

Parish:	Hilgay	
Proposal:	Construction of two storey extension	
Location:	1B New Row Hilgay Norfolk PE38 0JA	
Applicant:	Mr & Mrs Danny Bennett	
Case No:	19/01442/F (Full Application)	
Case Officer:	Lucy Smith	Date for Determination: 08 November 2019

Reason for Referral to Planning Committee – Called in by Cllr Holmes

Neighbourhood Plan: No

Case Summary

The proposal is for the construction of a two storey side extension at a semi-detached property known as 1B New Row, Hilgay. The site is located approximately 55 metres from the junction with High Street. The site is bounded on all sides by residential properties and their curtilage.

Key Issues

- Principle of development
- Parking and access
- Form and character
- Impact on neighbours
- Other material considerations

Recommendation

APPROVE

THE APPLICATION

The application site, 1B New Row, Hilgay, is located approximately 50m from the junction with High Street. The existing semi-detached dwelling is bordered on all sides by residential properties and their curtilage.

The extension is proposed to project from the east elevation of the existing dwelling on land which currently sites a shed. Close boarded timber fencing separates the dwelling from its neighbours.

The application seeks approval for a two storey side extension with store and dining room at ground floor and additional bedroom and bathroom above. Windows are located on both the front and rear elevations. The extension is set back from the primary frontage to show subservience to the existing pair of semi-detached houses.

SUPPORTING CASE

There will still be two allocated parking spaces at the front of the property plus a 3rd parking space with the extension within the garage. As long as the other two properties, No. 1 and No. 1a are happy with our parking arrangements - which they are - why does it affect anyone who does not live on New Row? The public foot path is barely used, and it will not be affected in any way at any time.

Our vehicles are parked within the boundary of our property, not blocking or obstructing the turning area or walkway of the private lane. There is a vehicle obstructing larger vehicles access on the corner as you come into New Row. This car belongs to one of the cottages further down New Row; they have their own parking arrangements on the other entrance to New Row via West End but seem to park on our end of New Row, which is a private lane to Nos. 1, 1a and 1b.

Speeding is not an issue on new Row due to the lane being less than 300 metres long and there being a kink in the lane, therefore it is not possible to travel at high speed down this private lane. Vehicle movements cannot be controlled, due to the work commitments and personal lives of the people that have access to the lane.

Emergency services can and do use this lane, the only vehicle that would struggle would be a fire engine due to the car parked on the corner entrance of New Row.

The building work would be carried out with suitable equipment to transfer materials to the building site, without causing damage to surrounding properties.

PLANNING HISTORY

14/01798/RM: Application Permitted: 06/02/15 - Reserved Matters Application: Erection of two semi-detached dwellings - 5A Chapel Row – (Committee decision)

13/01455/O: Application Permitted: 06/12/13 - Erect 2 semi-detached dwellings - Land To Rear of 5A Chapel Row

11/00934/RM: Application Permitted: 05/09/11 - Reserved Matters Application: Construction of two semi-detached dwellings - Land To Rear of 5a Chapel Row – (Committee decision)

07/02619/O: Application Refused: 15/02/08 - Outline application - Construction of two semi-detached dwellings - Land To Rear Of 5a Chapel Row – (Appeal allowed)

06/02064/F: Application Refused: 24/11/06 - Construction of two dwellings - Land To Rear Of 5a Chapel Row

06/01046/F: Application Refused: 29/06/06 - Construction of two semi-detached dwellings - Land Rear Of Chapel Cottages

05/00844/F: Application Refused: 20/06/05 - Construction of a dwelling - Land Rear Of No. 5a Chapel Row

2/93/0416/F: Application Refused: 10/05/93 - Site for construction of 2 dwelling houses including courtyard parking area - Chapel Row, (Appeal dismissed)

RESPONSE TO CONSULTATION

Parish Council: No response

Local Highways Authority: NO OBJECTION

REPRESENTATIONS

One letter of **objection** regarding:

- Impact on access for other dwellings served by New Row

Three letters of **support** regarding:

- Community
- Minimal disruption from vehicle movements
- No problems anticipated in relation to access
- Adequate parking space available

LDF CORE STRATEGY POLICIES

CS01 - Spatial Strategy

CS02 - The Settlement Hierarchy

CS06 - Development in Rural Areas

CS08 - Sustainable Development

CS11 - Transport

SITE ALLOCATIONS AND DEVELOPMENT MANAGEMENT POLICIES PLAN 2016

DM1 – Presumption in Favour of Sustainable Development

DM2 – Development Boundaries

DM15 – Environment, Design and Amenity

DM17 - Parking Provision in New Development

NATIONAL GUIDANCE

National Planning Policy Framework (NPPF)

Planning Practice Guidance (PPG)

PLANNING CONSIDERATIONS

The key issues are:

- Principle of Development
- Parking and Access
- Form and Character
- Impact on Neighbours
- Other material impacts

Principle of Development

The proposal is for the construction of a two storey side extension at a semi-detached dwelling in Hilgay. Hilgay is classified as a Rural Village in CS02 of the Core Strategy (2011). The principle of extending dwellings within villages is considered acceptable in accordance with Policy CS06 of the Core Strategy 2011 and DM15 of the Site Allocations and Development Management Policies Plan 2016.

Parking and Access

The existing semi-detached dwellings on site were originally approved via an allowed appeal in July 2008 (ref 07/02619/O, appeal decision attached). The reasons for refusal related to the impact on the form and character of the area and on neighbours; however the Inspector also discussed the access to the site, stating:

‘Provided that adequate parking and turning space for vehicles is included as part of the proposed development so that the access road is not obstructed, the existing arrangement could, in my opinion, serve two further dwellings without any detriment to amenity or to highway safety.’

Whilst this application will result in the loss of the parking spaces shown on the original approved plan (submitted under Reserved Matters application ref: 14/01798/RM)), the Local Highway Authority stated no objection to the proposal as whilst the parking is proposed to the front of the property, with an area measuring approximately 10m x 7.7m, sufficient space remains on the site for parking and turning for both the subject site and surrounding dwellings without impacting on the use of the access road. With two parking spaces provided, the application meets the requirements for parking outlined under Policy DM17 of the Site Allocations and Development Management Policies (2016).

It should be noted that whilst the parking area shown on the reserved matters approval will be lost as a result of this application, the existing dwellings have all their permitted development rights remaining and the loss of the parking area could therefore occur without the requirement for full planning consent. A shed is currently sited in this area and parking therefore takes place to the front of the property, in the same location as is shown on the proposed plan. There is no known evidence of this arrangement leading to issues for parking

of the properties directly surrounding the site, with these properties supplying letters in support of the application.

Form and Character

The extension is proposed to project from the east elevation of the existing dwelling on land on which a shed is currently situated, but which was shown as parking area on the original dwelling's planning consent. The side extension is shown set back approximately 0.3m from the existing frontage to show subservience to the dwelling. Close boarded timber fencing separates the dwelling from its neighbours.

The proposed side extension, forming a store and dining room at ground floor level and additional residential accommodation above is proposed to be constructed with materials to match the existing dwelling. Given the mix of house styles and types in the vicinity, the proposed extension will have limited impact on the form and character of the area and would comply with Policy DM15 of the SADMPP 2016.

Impact on Neighbours

Given the orientation of and separation distances between surrounding properties, the proposed extension is considered unlikely to be overbearing or lead to overshadowing of neighbouring properties. The side extension does not project past the existing front and rear elevations and any adverse impact in terms of overshadowing of the adjacent neighbour is therefore limited. The bathroom window on the first floor front elevation (north), whilst facing towards neighbouring property labelled as No. 1 on the submitted site plan, is not considered to give rise to overlooking or loss of privacy as a result of its positioning and its use. Nonetheless, a condition is recommended to ensure the window is retained as obscure glazed. Remaining windows facing to the rear of the property are considered unlikely to lead to detrimental levels of overlooking of other residential properties. The proposal therefore complies with Policy DM15 of the SADMPP 2016.

Other material impacts

An objection was received relating to access for lorries during construction. Whilst the lane is restricted in width, the potential for limited disturbance during construction is not considered severe enough to warrant refusal. Sufficient space remains on site for the storage of building materials which will limit the potential impact on neighbouring residents in relation to access and parking during construction.

Conclusion:

The proposal is considered to have limited impact on the form and character of the area and is not considered to give rise to significant impact on neighbours. Safe turning and parking areas are achievable without detriment to highway safety and neighbour amenity. No objections have been raised by the Local Highway Authority.

The proposal would accord with the NPPF (2019), Policies CS06, CS08, CS11 of the Core Strategy (2011) and Policies DM15 and DM17 of the Site Allocations and Development Management Policies Plan (2016) and it is therefore recommended for approval.

RECOMMENDATION:

APPROVE subject to the imposition of the following condition(s):

- 1 Condition: The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 1 Reason: To comply with Section 91 of the Town and Country Planning Act, 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004.
- 2 Condition: The development hereby permitted shall be carried out in accordance with the following approved plans:
 - 02a/2258/19
 - 06/2258/19
 - 07/2258/19
 - 08/2258/19
- 2 Reason: For the avoidance of doubt and in the interests of proper planning.
- 3 Condition: Prior to the first use of the extension hereby permitted, the window shown on the north elevation on dwg. No. 08/2258/19 shall be fitted with obscure glazing. The window shall be retained in this condition thereafter.
- 3 Reason: To ensure that the development is compatible with the amenities of the locality in accordance with the NPPF.
- 4 Condition: Prior to the first use of the extension hereby permitted, the parking and turning area shown on dwg. No. 02a/2258/19 shall be laid out in accordance with the approved plan. The parking and turning area shall be retained available for this specific use thereafter.
- 4 Reason: For the avoidance of doubt and in the interests of proper planning in accordance with the NPPF and DM17 of the Site Allocations and Development Management Policies Plan (2016).